

CHAS. H. CUMMINGS AND PARTY

SPECIAL TRIP

—TO—

COLORADO, CALIFORNIA AND ALASKA,

—IN THE—

WAGNER PRIVATE CAR "MARAQUITA."

Experiments of
Chas. H. Cummings
May 24, 1890

PROGRAM AND ITINERARY.

ARRANGED FOR

CHAS. H. CUMMINGS AND PARTY,

TO

COLORADO, CALIFORNIA, PACIFIC NORTHWEST, ALASKA, YELLOW-
STONE PARK, CANADIAN PACIFIC, CANADA,
AND THE WHITE MOUNTAINS.

• LEAVING • NEW • YORK • MAY • 26 • 1890 •

— IN THE —

Special Wagner Palace Car "Maraquita."

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THE ROUTE.

New York, Niagara Falls, Chicago, Kansas City, Denver, Colorado Springs, Manitou, Garden of the Gods, Ute Pass, South Park, Buena Vista, Leadville, Glenwood Springs, Salida, Marshall Pass, Black Canon, Royal Gorge, Pueblo, Las Vegas Hot Springs, Santa Fe, San Diego, Coronado Beach, Los Angeles, Pasadena, Berenda, Big Trees, Yosemite Valley, San Francisco, San Rafael, San Jose, Santa Cruz, Monterey, Lick Observatory, Mt. Shasta, Portland, Tacoma, steamer to Alaska, including Loring, Wrangle, Juneau, Glacier Bay, Muir Glacier, Killisnoo, Sitka, Nanaimo, Victoria, Seattle, Tacoma, Livingston, Yellowstone Park, including Mammoth Hot Springs, Obsidian Cliffs, Norris Geysers, Lower Geyser Basin, Excelsior Geyser, Hell's Half Acre, Upper Geyser Basin, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, Mammoth Hot Springs, Cinnabar, Livingston, Bismarck, Minneapolis, St. Paul, Winnipeg, Banff Hot Springs, Glacier House, Vancouver, Victoria, Eastward to Winnipeg, Fargo, Duluth, St. Ignace, Mackinac Island, Sault St. Marie, Ottawa, Montreal, Quebec, Lake Memphremagog, White Mountains, Fabyans, Saratoga, Albany, New York.

TIME OCCUPIED, 117 DAYS. DISTANCE TRAVELED, 15,121 MILES.

520

ITINERARY OF TRIP

MADE BY

CHAS. H. CUMMINGS AND PARTY,

LEAVING NEW YORK MAY 26, 1890,

*In special Wagner Palace Car "Maraquita," through Colorado, California,
Alaska, Yellowstone Park, and Canada.*

May 26th, Monday—Leave New York via New York Central and Hudson River R. R., at
11.50 A. M.

May 27th, Tuesday—Arrive Chicago, 957 miles, via Michigan Central R. R., 4.35 P. M.

May 28th, Wednesday—In Chicago. *Auditorium Hotel.*

May 29th, Thursday—In Chicago.

May 30th, Friday—Leave Chicago via Chicago, Rock Island and Pacific Railway, at 6 P. M.

May 31st, Saturday—Arrive Kansas City, 521 miles, 10.25 A. M. *Midland Hotel.*

June 1st, Sunday—Leave Kansas City 10.45 A. M., via C., R. I. and P. R'y.

June 2d, Monday—Arrive Denver, 633 miles, 7.15 A. M. *Windsor Hotel.*

June 3d, Tuesday—Leave Denver 3 P. M., and arrive Colorado Springs, 75 miles, 5.30 P. M.
Antler's Hotel.

June 4th, Wednesday—In Colorado Springs, with drive about the city.

June 5th, Thursday—Leave Colorado Springs on regular train of D. and R. G. R'y, at 9.15
A. M., for Manitou (6 miles distant), arriving at 9.35 A. M. Drive up wagon
road through Ute Pass. Make ascent of Pike's Peak by the new Cog-wheel
railway, and thence drive through the Garden of the Gods, back to Colorado
Springs.

June 6th, Friday—Leave Colorado Springs via Colorado Midland R'y at 10.50 A. M., running through Ute Pass, across the South Park, passing one of the most beautiful views of the Rockies at Buena Vista, and thence via Leadville and the Hagerman Tunnel, nearly 12,000 feet above sea level, to Glenwood Springs, 221 miles, arriving at 10.55 P. M.

June 7th, Saturday—At Glenwood until 2.40 P. M., when leave via D. and R. G. R'y in special narrow gauge official car for Salida, via Leadville, arriving Salida, 169 miles, 10.25 P. M.

June 8th, Sunday—Leave Salida at 5.25 A. M., crossing the summit of Marshall Pass at 7.20, and thence on through the Black Canon, arriving Cimarron at 12.15 noon. Dine here. Returning, leave Cimarron at 2.42 P. M., arriving Salida 10.35 P. M. Round trip, 228 miles.

June 9th, Monday—Leave Salida 11 A. M., for trip through the Royal Gorge, arriving Pueblo, 97 miles, 3.25 P. M. Resume journey from here in "Maraquita."

June 10th, Tuesday—Leave Pueblo 3.05 A. M. Arrive La Junta 5.25 A. M., and leave on main line of A. T. and S. F. R'y, at 7.30 A. M., for Las Vegas Hot Springs, 269 miles, arriving at 5.35 P. M. *Phoenix Hotel.*

June 11th, Wednesday—At Las Vegas Hot Springs until 6 P. M., when leave for Santa Fe, 83 miles, arriving 10.45 P. M.

June 12th, Thursday—Leave Santa Fe 8.30 P. M., arriving Lamy at 9.30, and resuming journey over main line at 9.45 P. M.

June 13th, Friday—En route through New Mexico and Arizona.

June 14th, Saturday—Arrive San Diego, 1034 miles, via Barstow and Colton, 8 P. M.

June 15th, Sunday—

June 16th, Monday—

June 17th, Tuesday—

June 18th, Wednesday—

June 19th, Thursday—

June 20th, Friday—

Spend this week in Southern California, divided about as follows:

Two days for San Diego and Coronado Beach, two days for Los

Angeles and two for Pasadena, 8 miles away.

June 21st, Saturday—Leave Los Angeles 1.40 P. M., via Southern Pacific, crossing the Tehachapi loop about 8 P. M.

June 22d, Sunday—Arrive Berenda, 341 miles, 4.02 A. M. Leave at 5 A. M., and arrive Raymond, the end of the railway 6.35 A. M. Then stage to *Wahwonah Hotel* (Big Trees Station). 34 miles.

June 23d, Monday—At Big Tree Station.

June 24th, Tuesday—In the morning leave again by stage for the Yosemite Valley, 26 miles distant, via Inspiration Point, and stop at *Mrs. Leidig's*, near by.

June 25th, Wednesday—
June 26th, Thursday—
June 27th, Friday—
June 28th, Saturday—

In the Valley. Trips to (1) Glacier Point and Sentinel Dome,
(2) Vernal and Nevada Falls, (3) Eagle Point.

June 29th, Sunday—Return to *Wahwonah Hotel* via Mariposa Grove (Big Trees), and spend the night.

June 30th, Monday—Stage to Raymond, arriving in time for supper on board the "Maraquita." Leave 6.30 P. M., arrive Berenda 8.10 P. M.

July 1st, Tuesday—Leave Berenda 4.02 A. M., for San Francisco, 178 miles, arriving 11.15 A. M. *Palace Hotel*.

July 2d, Wednesday—
July 3d, Thursday—
July 4th, Friday—
July 5th, Saturday—
July 6th, Sunday—
July 7th, Monday—
July 8th, Tuesday—
July 9th, Wednesday—
July 10th, Thursday—
July 11th, Friday—

Eleven days here to devote to the city with visits to Santa Cruz, Monterey, San Jose and the Lick Observatory—and, if possible, to San Rafael. All these points are near by and well worth a visit.

July 12th, Saturday—Leave San Francisco at 7 P. M., via the Shasta Route for Portland, 772 miles.

July 13th, Sunday—En route.

July 14th, Monday—Arrive Portland 10.40 A. M. *The Portland*.

July 15th, Tuesday—In Portland.

July 16th, Wednesday—Leave Portland 11.45 A. M., arriving Tacoma, 146 miles, 7.30 P. M., and spend night on board steamer "Queen," which sails at 4 A. M., for Alaska.

July 17th, Thursday—

July 18th, Friday—

July 19th, Saturday—

July 20th, Sunday—

July 21st, Monday—

July 22d, Tuesday—

July 23d, Wednesday—

July 24th, Thursday—

July 25th, Friday—

July 26th, Saturday—

July 27th, Sunday—

July 28th, Monday—

July 29th, Tuesday—

En route to Alaska and return.

Round trip, Tacoma to Alaska and return, 1868 miles.

July 30th, Wednesday—Due back at Tacoma. *The Tacoma.*

July 31st, Thursday—Leave Tacoma East-bound on Northern Pacific at 6.45 A.M., arriving Pasco Junction 6 P.M., and connecting with main line train at 6.35, proceed.

Aug. 1st, Friday—En route through Montana.

Aug. 2d, Saturday—Arrive Livingston, 955 miles, at 1.17 A.M. Branch to the South here for Yellowstone Park (51 miles), at 9.15 A.M., arriving Cinnabar at 1.20 P.M., then by stage to *Mammoth Hot Springs Hotel*, 7 miles distant, and spend the night.

Aug. 3d, Sunday—At Mammoth Hot Springs.

Aug. 4th, Monday—Leave at 8 A.M., in G. W. Wakefield's stage for tour through the Park. Arrive Norris Basin 12.30 P.M. Dinner there. Leave at 1.30, passing near the principal geysers in this basin, including the "Monarch," and later near the Gibbon "Paint Pots" and Gibbon Falls; arrive *Lower Geyser Basin Hotel* (40 miles), 6.30 P.M.

Aug. 5th, Tuesday—Leave Lower Geyser Basin 8 A.M., and visit the "Fountain" Geyser, the Mammoth Paint Pots, &c.; then continuing to the Midway Geyser Basin, which contains the "Excelsior" Geyser ("Hell's Half Acre"), "Turquoise," Spring and "Prismatic" Lake, arrive *Upper Geyser Basin Hotel* 11 A.M. This Hotel is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and others of the Great Geysers. (10 miles.)

Aug. 6th, Wednesday—At Upper Geyser Basin.

Aug. 7th, Thursday—Leave Upper Geyser Basin 8 A.M., and proceed to Yellowstone Lake via Trout Creek Route. Arrive Trout Creek 1 P.M. Lunch there. Leave at 2 and arrive at the Lake (30 miles), 5 P.M.

- Aug. 8th, Friday*—Leave Yellowstone Lake 10 A.M. Arrive *Grand Canon Hotel* 1 P.M.
- Aug. 9th, Saturday*—Leave Grand Canon 10.30 A.M. Arrive Norris Geyser Basin 12.30. Dinner there. Leave 1.30, arriving *Mammoth Hot Springs Hotel* (35 miles), 5 P.M.
- Aug. 10th, Sunday*—Leave *Mammoth Hot Springs Hotel* in time to catch 2.30 P.M. train from Cinnabar, arriving Livingston 7.15 P.M., and spend the night.
- Aug. 11th, Monday*—Resume journey East over Northern Pacific R'y at 1.17 A.M., en route during the day through Montana and North Dakota.
- Aug. 12th, Tuesday*—En route through North Dakota and Minnesota, arriving Minneapolis 4.30 P.M. (1058 miles from Yellowstone Park.)
- Aug. 13th, Wednesday*—In Minneapolis. *West Hotel*.
- Aug. 14th, Thursday*—Excursion to Lake Minnetonka, 20 miles, making trip on Lake Steamer and return to Minneapolis.
- Aug. 15th, Friday*—Leave on morning train for St. Paul, 10 miles. *Hotel Ryan*.
- Aug. 16th, Saturday*—Leave St. Paul, via Great Northern R'y, at 5 P.M., for Winnipeg, 458 miles.
- Aug. 17th, Sunday*—Arrive Winnipeg 12.30 P.M.
- Aug. 18th, Monday*—Leave Winnipeg via Canadian Pacific R'y, west-bound, at 13.20, for a run of 921 miles through the provinces of Manitoba, Assiniboia and Alberta.
- Aug. 19th, Tuesday*—En route Westward.
- Aug. 20th, Wednesday*—Arrive *Banff Hot Springs Hotel* 6.45 A.M.
- Aug. 21st, Thursday*—At Banff.
- Aug. 22d, Friday*—Leave Banff 6.45 A.M., and run to *Glacier House*, 138 miles, arriving 13.25.
- Aug. 23d, Saturday*—At *Glacier House* until 14.25, when resume Western journey en route to Vancouver, 423 miles.
- Aug. 24th, Sunday*—Arrive Vancouver 14.25. *Hotel Vancouver*.
- Aug. 25th, Monday*—Leave Vancouver by steamer for Victoria, a five hours sail of 84 miles, at 2.30, arriving Victoria 7.30 P.M.
- Aug. 26th, Tuesday*— }
Aug. 27th, Wednesday— } In Victoria.
- Aug. 28th, Thursday*—Leave Victoria by steamer at 3 A.M., having spent the night on board, and return to Vancouver (84 miles). Resume East-bound journey over C. P. R., at 13 o'clock.

Aug. 29th, Friday— } En route Eastward over the Canadian Pacific Railway to Winnipeg
Aug. 30th, Saturday— } (1482 miles).
Aug. 31st, Sunday— Reach Winnipeg at 16.30 o'clock.
Sept. 1st, Monday— Leave Winnipeg at 9.45 A.M., reaching Fargo (229 miles), at 8 P.M. Leave
Fargo by the Northern Pacific 8.45 P.M.
Sept. 2d, Tuesday— Reach Duluth (223 miles), 7.55 A.M.
Sept. 3d, Wednesday— Leave Duluth at 9.25 P.M., via Duluth, South Shore and Atlantic R'y.
Sept. 4th, Thursday— Reach Soo. Junction 12.22 P.M. and St. Ignace (406 miles), at 2.10 P.M.
Take ferryboat to Mackinac Island (5 miles). *Grand Hotel.*
Sept. 5th, Friday— At Mackinac Island.
Sept. 6th, Saturday— Leave Mackinac Island. Take train at 8 A.M., from St. Ignace to Soo.
Junction and Ottawa.
Sept. 7th, Sunday— Arrive in Ottawa (556 miles), at 11.45 A.M.
Sept. 8th, Monday— Leave Ottawa 4.40 P.M., reaching Montreal (120 miles), 8.20 P.M. *Windsor
Hotel.*
Sept. 9th, Tuesday— In Montreal.
Sept. 10th, Wednesday— Montreal. Leave at 10 P.M., for Quebec via Canadian Pacific Railway.
Sept. 11th, Thursday— Arrive in Quebec (172 miles), at 6.30 A.M., and spend the day in and
about the city—including a drive to the Falls of Montmorenci. Leave by train
at 10.03 P.M., for Montreal.
Sept. 12th, Friday— Reach Montreal (172 miles), at 6.30 A.M. Leave at 9 A.M., for Newport
(109 miles), on Lake Memphremagog, arriving at 12.40 P.M. *Memphremagog House.*
Sept. 13th, Saturday— Leave Newport at 12.40 P.M., reaching Fabyans (70 miles), at 4.35 P.M.
Sept. 14th, Sunday— At Fabyans. Make ascent of Mount Washington by the inclined railway.
Sept. 15th, Monday— At Fabyans.
Sept. 16th, Tuesday— Leave Fabyans on morning train for Saratoga (248 miles), arriving early
in the afternoon.
Sept. 17th, Wednesday— }
Sept. 18th, Thursday— } At Saratoga. *Grand Union Hotel.*
Sept. 19th, Friday— }
Sept. 20th, Saturday— Leave Saratoga by morning express train, reaching New York (181
miles), early in the afternoon.

TRIP ENDS.

DESCRIPTION OF THE ROUTE.

From New York to Chicago.—The party will leave New York from the Grand Central Depot via the N. Y. Central R. R.—the route being along the historic shore of the Hudson. On turning westward at Albany the road traverses the central part of the Empire State. On this part of the line are several of the largest interior Cities of New York, including Utica, Syracuse, Rochester and Buffalo. Crossing the Niagara River on the famous Cantilever bridge of the Michigan Central Railway, we run through the Province of Ontario, Canada, by night, and arrive at Windsor, opposite Detroit, at 7 A.M. At this point our train is taken aboard a huge transfer boat and in a few minutes we cross the river and are again within the borders of the United States. The ride from Detroit to Chicago is both pretty and interesting, and takes us through many of the richest and most prosperous Cities of Michigan. Arriving at Chicago in the afternoon, 957 miles from New York, we will proceed to the Auditorium Hotel.

After a stop of two days we start again on our western journey, leaving Chicago via Chicago, Rock Island & Pacific Railway. Crossing the state of Illinois by night, and the Mississippi River at Rock Island, we run through the Cities of Davenport, Muscatine and Trenton, and the next morning finds us in the north-western section of Missouri, approaching one of the most famous as well as busy and prosperous gateways to the West.

Kansas City.—With a population of 100,000 or more, and possessing peculiar advantages from being the junction point of a dozen great railroads, Kansas City has made rapid strides within two or three years past. It is the largest depot for agricultural implements in the world, the second great beef-packing centre, and the third place of importance in pork packing.

Resuming our journey again on the Chicago, Rock Island & Pacific Railway, our run from Kansas City to Denver is full of interest, taking us as it does through the most prosperous section of the great agricultural state of Kansas. Busy scenes of farm life are on either side and toward evening we come into the famous prairie country. The following morning with the Rockies in plain view to the west and southwest we arrive in Denver in time for breakfast.

Denver.—The city of Denver lies at an altitude of 5,197 feet, near the western border of the plains, and within a dozen miles of the Rocky Mountains, the Colorado or front range of which may be seen for an extent of over 200 miles. The view of the snowy summits, with Pike's Peak in the southern part of the range and Long's Peak in the north, is indescribably grand. The "Queen City of the Plains" was born of the Pike's Peak gold excitement in 1858-59. In 1860 it was a straggling camp, consisting principally of log cabins and tents. 1870 it had 4,579 inhabitants; in 1880, 35,719; and within the succeeding year over 600 buildings were erected, and the population increased to over 40,000. The present number of inhabitants is estimated at between 80,000 and 90,000. Its streets are regularly and handsomely laid out; its public and business edifices and its private residences are elegant and substantial; schools, churches, and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth and progress.

Manitou is six miles from Colorado Springs. The town is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. The town is invisible until a low ridge extending across the valley is passed, and then the white houses and large hotels come suddenly into view. The most prominent buildings are the new and elegant bathing-establishment and the pretty stone station. Through an opening in the hills the snow-white crest of Pike's Peak is seen. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Canon just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are within one minute's walk of the hotels, as is also the splendid bathing-establishment opened in 1884.

The Garden of the Gods lies east of Manitou Springs, between it and Colorado Springs. It is a park-like tract inclosed by cliffs and hills; and scattered about its surface are fantastically formed rocks carved by the elements in past ages. The approach on one side is through a great gateway, the massive portals of red sandstone rising to a height of 380 feet. The view of Pike's Peak had through this gigantic frame is very fine. The rock forms are of every size, and are tinted with different colors, red and yellow predominating. Castles, towers, and pinnacles, grotesque heads and groups, and many other strange objects are seen. Williams's Canon is near Manitou Springs; and a mile from the entrance is the Cave of the Winds, an extensive and beautiful cavern. The Manitou Grand Caverns, which are situated in the Ute Pass, with an entrance about 200 yards above Rainbow Falls, were more recently discovered.

Colorado Springs to Glenwood Springs, and return to Pueblo.—This trip, of a little over two hundred miles via the Colorado Midland Railroad, is simply

unequalled for beauty, grandeur and magnificence by any ride of equal length in the country. Starting almost from the station at Colorado Springs the grade gradually increases, and the ride through Manitou, followed by the audacious climbing of Ute Pass by means of which we get a rear view of Pikes Peak, is an opening chapter which gives great promise of the sights in store, and this promise is more than fulfilled. One of the most beautiful views in the Rockies is to be had in the approach to Buena Vista. The train here runs 300 feet above the water-course, and the lovely fertile valley stretching away for twenty-five miles and spreading out six miles wide, is indeed a sight to be remembered. Across the Valley the eyes rest upon the barren peaks of Mts. Princeton, Yale and Harvard, all higher than Pikes Peak, and from the hill we are now crossing Bierstadt sketched his most famous picture, "The Grand Valley of the Arkansas." In a little while we approach the famous City of Leadville, the greatest mining camp in the world—with an output averaging over a million dollars per month—This is the highest city in the world, having an altitude of 10,200 feet. On all sides can be seen the famous mines, and a little to the East lies the Celebrated California Gulch, the scene of probably the most extensive placer-mining in history. Leadville is no longer the Leadville of the past when its name was the synonym of everything evil, but is a busy, prosperous, thriving and peaceful city, with good government, schools, churches, etc.

After leaving Leadville we come to one of the most interesting portions of the entire trip—climbing the continental divide to Hagerman tunnel.—It is difficult to thoroughly comprehend all the beauties of this ride, as on all sides are scenes of sublime grandeur, and one must be constantly on the alert for new and awe-inspiring views. This particular piece of railroad was laughed at and scoffed at when suggested, and its completion and successful operation is one of the greatest triumphs of engineering skill in the country. 11,530 feet above sea level we enter Hagerman tunnel after a thrilling ride. This tunnel is 2164 feet long and is the crest of the Continent. Emerging therefrom we commence the descent of the pacific slope and another succession of beautiful views is met—Loch Ivanhoe, the Frying Pan, Hell Gate—all grand and lovely. We reach Glenwood Springs about bed time, and with the mind thoroughly absorbed with the experiences of the day. Glenwood Springs is in itself a marvel of western enterprise. The famous baths here are a revelation to the stranger, and the following morning can be very pleasantly spent in a visit to the big pool and the cave bath. The run from Glenwood to Salida will be made in a special official car of the Denver & Rio Grande R'y Co.—as this being a narrow gauge it is impassable to the "Maraquita," which will be forwarded to Pueblo, there to await our return. The D. & R. G. gives us a magnificent specimen of Canon scenery between Glenwood and Leadville, and that night will find us at Salida, an important junction point. The following morning we make an early start to cross the Marshall Pass. Here we meet the heaviest grade crossed by any railroad in the country—viz—217 feet to the mile. Our train is divided in several sections and the ascent made by a series of horse-shoe curves. From one

point near the summit which is of some 10,000 feet altitude, four sections of the track can be seen on as many different levels below us. The great snow shed at the summit is the largest in the world and under it are the homes of section hands, track walkers, etc. This is the continental divide of the D. & R. G. R'y, and the descent from here is equally interesting as the ascent had been. Later in the day another glorious ride is had through the Black Canon, with its precipitous walls rising 1600 feet on either side of the track, and following the water-course fourteen miles through here, every curve opens up new and beautiful sights never to be forgotten, and at noon we arrive at Cimarron where we dine and await the arrival of the East bound train to which our car will be attached, and again we will enjoy the ride back over the same scenes to Salida, arriving there again at night and remaining until the following morning, when, continuing Eastward we come to one of the greatest pieces of daring railroad construction ever attempted. The Royal Gorge is known the world over, but no matter how familiar by picture and story, can only be appreciated by seeing for ones-self. Here the chasm in places is but 30 feet in width, and the walls rise almost perpendicularly to the height of 2600 feet. The river in one place fills the entire gorge and is crossed by means of a bridge hung from supports fastened in the side walls of the Gorge. Here our train is stopped in order that we may fully realize the wonders surrounding us on all sides—wonders of nature's doings and of man's—Leaving the gorge and resuming our journey to Pueblo, we encounter an entirely new style of scenery in the better formations and see something also of an extensive and costly system of irrigation on the south side of our train. This four days ride through Colorado and the Rocky Mountain scenery is well worthy all the attention we can give to it, as for diversity of scenery and examples of what man's skill can accomplish it is probably unequalled in the world.

Las Vegas Hot Springs.—Leaving Pueblo on the Atchison, Topeka & Santa Fe Railway, the route leads through Trinidad and over Raton Pass, following the old Santa Fe trail. Entering New Mexico beyond Starkville a stop will be made at the Celebrated Hot Springs.

The springs are forty in number, and are situated at the base of a foot-hill that slopes down to the Rio Gallinas. In their thermal properties they are divided into two classes; one including springs of a temperature from 120 to 140 degrees Fahrenheit, and the other from 75 to 100 degrees. There are thirty of the former and ten of the latter. Of the whole number only about twenty five of these springs have been required for the bath-house supply, a single spring furnishing no less than 30,000 gallons of water daily at a temperature of 140 degrees. The warm springs flow from basins, or reservoirs, direct to the bath-houses, while the cooler ones run into large tanks, and are thence conducted into the bath-houses to furnish cold water as desired.

A short run of five hours brings the party to **Santa Fe**, the capital of New Mexico,

which will be reached Wednesday evening, and there will be a halt here until 8.30 P.M. the ensuing day. San Francisco street is the chief business thoroughfare of the ancient capital. The old buildings are constructed of *adobe* and in the Mexican style. The *burro*, a diminutive donkey, is made the chief carrier of burdens. In the centre of the city is the Plaza, or public square, a well-ordered little park, bordered by business houses on three sides and by the old *adobe* palace on the fourth or north side. The old palace has been the seat of government for at least two and a half centuries. It was occupied by a long line of Spanish governors, and, under United States rule, the ancient edifice has still been used as the governor's residence. In front of the Exposition Building is a monument erected in honor of Kit Carson. Old Fort Marcy, on the hill above the hotel, was established by General Kearney, in 1846. The old San Miguel Church, on the south side of the river, is supposed to be the oldest place of worship on American soil, having a recorded history as far back as 1580.

Daylight next morning finds the train on the great continental divide west of Albuquerque, and just west of Wingate the territory of Arizona is entered. This territory comprises 113,916 square miles, much of which is barren. Beyond Winslow, cross the Canon Diablo, on an iron bridge 541 feet long and 223 feet high. The San Francisco mountains are now in view.

Southern California.—During the night the train crosses the Colorado River and enters California at **The Needles**. The great Mojave desert is now reached and traversed as far as Barstow. From Barstow the California Southern Railway is taken to San Diego. This makes a journey of about ten hours. Leaving Barstow the train climbs the San Bernardino range, and leaving the desert behind descends to the region of flowers and fruits. Shortly after dark San Diego is reached, and the party transfers to the magnificent Coronado Beach Hotel.

San Diego, situated upon its southern sea-coast and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769; but like Los Angeles it owes its present importance to recent growth. The development of this region has followed the extension of the Santa Fe system into this section. The present number of inhabitants is estimated at 25,000. In 1880 the accredited population was 2,637.

The magnificent Hotel del Coronado was erected by the Coronado Beach Company, and is one of the finest resorts on the Pacific Coast. The building of this mammoth hotel marks a new era for this section, since it provides the tourist with new comforts and luxuries. Some idea of its size may be gained when it is known that it has a frontage of 1,300 feet and contains 750 rooms. The total floor surface is seven and a half acres, and the dining-room has a seating capacity of 1,000. Water flows into the hotel from a mineral spring, already famous on account of its medicinal properties.

From San Diego the next stage will be to Los Angeles, the metropolis of Southern California.

Los Angeles is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781. It had already attained considerable size and dignity at the time of the American conquest, although its chief increase in population, business importance, and wealth has been the result of recent growth. From a little collection of *adobe* huts it has become a handsome city. With scarcely 12,000 inhabitants in 1880, it has in ten years increased in population to about 75,000. No city in America has advanced more rapidly or more surely. The city is very brilliantly lighted with electricity; and cable cars, electric-motor lines, and horse cars have been introduced in addition to its several lines of steam railway.

Pasadena, the garden spot of Southern California, and unquestionably the most favored winter retreat on the Pacific Coast, is situated nine miles from Los Angeles on the California Central Railroad. The Raymond, at East Pasadena, is a mile nearer. Its situation, in the higher part of the valley, is over 500 feet above Los Angeles, and nearly 1,000 feet above the sea, with the noble range of the Sierra Madre towering above it, while no place on the entire Pacific Coast can surpass it for healthfulness. For miles around, the fair surface of the valley and the mountain benches are dotted with handsome villas, each with its individual surrounding of garden and orchard. Although a place of gardens, vineyards, and groves, the city has a population of over 10,000, and is provided with all modern improvements.

From Los Angeles to the north the Mojave Desert is again traversed for a short distance. About 120 miles north of Los Angeles is the famous Tehachapi Pass. The railroad here crosses a group of mountains belonging to the terminating southwestern spur of the Sierra Nevada, at an elevation of 3,964 feet above the sea. It was not so much the elevation as the broken country that presented difficulties in the way of engineering; and it was only by a series of bewildering curves, in one of which the road actually crosses its own line, that a practicable route was found across the mountains.

Yosemite Valley.—A week will be devoted to the Yosemite Valley. Leaving the railway at Raymond the first stage of the journey will be over the foot hills and through the forests to Big Tree Station, formerly known as Clarks. A day will be spent here in order to rest for the arduous journey to come. From Clarks the journey into the valley commences by a steep ascent, from which a series of fine views can be obtained. Reaching the top of the hills we have the first view of the valley from Inspirative Point. And here a most magnificent panorama opens up, including El Capitan, Sentinel Dome, Three Brothers, Half and South Dome, Bridal Vail, and Yosemite Falls. From Inspiration Point the descent to the valley below is by means of a series of sharp zig-zags.

Four days will be devoted to the valley proper. The usual excursions include Mirror Lake, Vernal and Nevada Falls, and to Glacier Point; from the latter place the finest view is to be obtained.

Returning to Big Tree Station, a side trip will be made to the Mariposa Grove, where will be seen the largest trees of California, several of which are over 100 feet in circumference.

Returning to the railway at Raymond the journey is continued to San Francisco

San Francisco, the metropolis of California, is one of the most cosmopolitan cities of the country, and the Chinese quarters of the city may be traversed without hearing a word of English spoken. 30,000 Chinese live here. Visits can be paid to Golden Gate Park, Cliff House, and drive along Point Lobos Road.

From San Francisco a number of interesting excursions can be made. Among them are San Rafael at the foot of Mt. Tamalpais; Santa Cruz and the big trees; San Jose; Lick Observatory, on Mt. Hamilton; Monterey, one of the Garden Spots of California.

From San Francisco to Portland the route is over the railway opened in December 1887. This line leads through the Sacramento Valley, over the Siskiyou Mountains and through the Rogue, Umpqua and Willamette Valleys of Oregon. The morning after leaving San Francisco a fine view is obtained of Mt. Shasta, 14,442 feet high.

Portland is the principal City of Oregon, having a population of 75,000. It is situated on the Columbia River in full view of Mt. Hood.

From Portland a ride of 146 miles bring the party to Tacoma, where the steamer is taken for Alaska.

Alaska.—The steamer "Queen" is the finest boat on the Pacific coast, and the journey through Puget Sound and along the coast as far north as Chilcat is made with perfect safety, and in a comfortable manner. The voyage is arranged to include one portion of the journey by daylight on the upward trip and the other on the return. The stopping places of the steamer are Juneau, the chief settlement, and headquarters for mining; Sitka, the capital, with its curious Greek church; Douglass Island; Glacier Bay, with the great Muir Glacier, more than three miles wide and 300 feet high. This glacier is one of the grandest sights of America. The farthest point north is at Chilcat. Returning a stop will be made at Fort Wrangle, affording opportunity of visiting the curious Totem poles.

Returning the voyage ends at Tacoma, where a few days will be spent. From the hotel fine views of Mt. Tacoma, 40 miles distant, are obtained.

Idaho and Montana.—The route eastward is over the Northern Pacific Railway,

more than 1,000 miles, to the famous Yellowstone Park. The line of railway leads along the valley of the Columbia River, crosses the Cascade Mountains, at one time penetrating a tunnel 9,850 feet in length. Enter Idaho, east of Spokane Falls, and pass in view of Pend d'Oreille Lake, along Clark's Fork, and reach the new State of Montana, more than three times the size of Pennsylvania. Passing through Helena and Bozeman, we leave the main line of railway at Livingston and turn south over a branch line some fifty miles to Cinnabar] on the borders of the Yellowstone Park. From here to the hotel at Mammoth Hot Springs, the party will transfer by carriage, and the next week will be spent among one of the grandest and most wonderful regions of the continent.

Yellowstone Park.—The reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, covers a tract of about sixty-five miles in length, from north to south, and about fifty-five miles in width, from east to west, lying chiefly in Northwestern Wyoming, and overlapping, to a small extent, the State boundary of Montana, on the north, and of Idaho on the west. This gives an area of 3,312 square miles, a tract that is nearly as large as the States of Rhode Island and Delaware combined, and nearly half as large as the State of Massachusetts.

The first visit will be made to **Mammoth Hot Springs.**—The Springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, 1,213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of calcareous deposits, resulting from springs and geysers now extinct.

The excursion through the park by stage includes the Norris Geyser Basin, containing a few unimportant geysers and a number of springs of various colors. The night will be spent at Lower Geyser Basin.

Leaving the hotel in the Lower Geyser Basin Saturday morning, the party will proceed to the Upper Geyser Basin, visiting the "Paint Pots" and the "Fountain" Geyser on the way. A halt will also be made in the Midway Geyser Basin for the purpose of inspecting the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all of which lie on the west bank of the river. The "Excelsior," the largest geyser known in the world, was in a state of great activity during the year 1888, after a period of inaction lasting about six years. The eruptions occurred at intervals of about an hour, and were very powerful. A great dome of water, often accompanied by lavatic stones, was thrown into the air to the height of between 200 and 300 feet, while the accompanying column of steam 1,000 feet or more. Early in 1889 the geyser again ceased action. "Hell's Half Acre" is another expressive name given to this terrible pit.

The Upper Geyser Basin.—About five miles above the "Excelsior" Geyser we come to the Upper Geyser Basin, where are found the chief geysers of this marvelous region. The basin has an area of about four square miles, and a general elevation of 7,372 feet. There had been discovered within the park previous to 1878, 2,195 springs and geysers, including seventy-one active geysers. These figures resulted from only a partial survey of the region. The Upper Basin group includes, with others, the following: "Old Faithful," "Castle," "Bee Hive," "Giant," "Giantess," "Grotto," "Grand," "Oblong," "Splendid," "Comet," "Fan," "Mortar," "Riverside," "Turban," "Saw Mill," "Lion," and "Lioness." These are scattered over the surface of the basin, chiefly along the river bank, "Old Faithful" being at the southern extremity, and the "Fan," "Mortar," and "Riverside" at the northern end, near where the wagon road enters the basin. The "Grotto," "Giant," "Oblong," and "Castle" are near the road. The "Bee Hive," with its handsome cone, from which the geyser takes its name, together with the "Giantess" and "Lion" group is upon the opposite side of the river from the hotel.

From the Geyser basins the route turns to the eastward, via Mary's Lake, to the Yellowstone Lake. This beautiful sheet of water has an area of 139 square miles. A fine view of the mountains on the south side can be had from the hotel.

From the lake to the falls and canon of the Yellowstone, the route is via **Sulphur Mountain**, a most extensive deposit of sulphur in a region of hot springs.

The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf, between walls that are from 200 to 300 feet in height, upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one-third of the cataract from view.

Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Canon, the sheer descent being 312 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view-point at the verge of the fall.

The Grand Canon of the Yellowstone. The canon may well be considered the greatest of the park marvels. The height of the plateau at the falls is 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. Thence northward it decreases in height rapidly, and at the mouth of Tower Creek it reaches but 7,200 feet. At the head of the Upper Fall the river level is but a few feet below the top of the plateau. This fall adds 112, and the lower fall 300, feet to the depth of the chasm. From the foot of this fall to the mouth of East Fork the total descent is 1,304 feet in a distance of twenty-four miles, being an average of 54.3 per mile.

From the falls the route will be to Norris Geyser, thence over the same road taken on the outward journey back to Mammoth Hot Springs.

Rejoining the railway at Cinnabar the journey is continued eastward through Montana and North Dakota, passing through the peculiar formation once known as the Bad Lands, and now designated as Pyramid Park. Cross the Missouri River at Mandan, and pass through Bismarck, the capital of the new state, to St. Paul, arriving two days from the park.

St. Paul and Minneapolis, the twin cities of the Northwest, are about ten miles apart. Both cities have made rapid strides in the past 10 years until there is now a combined population of 300,000 in the two cities.

An interesting excursion can be made to Lake Minnetonka, a pretty summer resort, situated a short distance from the cities. The party can remain over night at one of the fine hotels, or the excursion can be made out and back in a day.

From St. Paul the party turns north, into the great provinces of the Northwest; crossing the boundary at Neche, the Canadian territory is reached, and the first stop will be in

Winnipeg the capital of Manitoba. The city was formerly known as Fort Garry, and is situated at the junction of the Red and Assiniboine Rivers; it was for years the chief trading post of the Hudson Bay Company. From a population of 100 in 1871, it has increased to 28,000 in 1889.

The Canadian Pacific. From Winnipeg the great Canadian Pacific railway extends to Vancouver nearly 1500 miles, crossing two ranges of mountains and passing through grand scenery. For sometime after leaving Winnipeg the road traverses level plain. Crossing the Assiniboine river at Brandon we reach the prairies which extend to the foothills of the Rockies, and enter the great grain growing country of the Northwest, and in the centre of which is Regina, the capital of Assiniboia.

The country beyond Regina is less settled and has a desert-like appearance.

We now approach the foothills of the Rockies. Calgary, the principal town between Brandon and Vancouver, is situated on a plateau in view of the great Rocky range. Beyond Calgary we enter the grand scenery of the mountains, and passing the anthracite mines at the base of Cascade Mountains, a stop will be made at Banff.

Banff Hot Springs are located two miles from the station and a fine hotel has been erected here. A number of sulphur and mineral springs were discovered in this region and the Canadian Government have set aside 260 square miles as a national

park. This region, which embraces several valleys, lakes and mountains cannot fail to be a most interesting locality.

Leaving Banff, the railway climbs the slopes of the mountains to Stephen, situated at the summit, and from which the first glimpse of the glaciers are obtained. Descending the slopes the train passes through the lower canon of the Wapta, with its narrow verticle sides rising over 1,000 feet from the level of the river. Emerging from the canon we come in sight of the Columbia River, and soon after reach Donald, the end of the western division, and enter on the Pacific division.

The road now reaches Rogers Pass, and the grade rises 1,800 feet in 43 miles. A stop will be made at Glacier House, two miles beyond the top of the Pass, to afford an opportunity of visiting the great glacier, which is easy of access.

From Glacier House the ascent is gradual and continual all the way to Vancouver, over 400 miles. There is but little of interest after leaving the mountain until Vancouver is reached.

Vancouver is risen in four years, and now has a population of 14,000. It is the end of the Canadian Pacific Railway, and the starting point for the steamers to Japan and China. Eighty-four miles from Vancouver, and reached by steamer, is

Victoria, the capital of British Columbia, and of about the same population as Vancouver. The city is situated on Vancouver Island, and at the end of Puget Sound, through which steamers ply to Tacoma. There are also direct steamers to San Francisco, and the boats to and from Alaska make stops here.

Eastward.—From Victoria and Vancouver the route will be retraced to Winnipeg, thence back to the United States to Fargo and Duluth.

Duluth has been called "The Zenith City of the Unsalted Seas." It is situated at the western end of Lake Superior, and is the great grain port of the northwest.

From Duluth the railway traverses northern Michigan and passes along the South Shore of Lake Superior to Soo Junction. A branch line leads to St. Ignace, in connection with ferry-boats to Mackinac Island.

Mackinac Island is situated at the junction of the three great lakes, and is the favorite summer resort of Michigan. The Island is about nine miles in circumference, and a portion has been set aside as a military reservation.

Returning to St. Ignace, the route leads to Sault St. Marie, where Canada is once

more entered and the journey continued to Ottawa, the capital. After a short stay the party will travel to Montreal, thence along the St. Lawrence to the old city of Quebec.

White Mountains.—Returning from Quebec the next stage of the journey will be to Newport, situated on Lake Memphremagog, and to Fabyans, situated at the foot of Mt. Washington. A few days will be spent at Fabyans, during which the ascent of Mt. Washington will be made.

Home.—From Fabyans the party will go to Saratoga Springs for a few days rest, and on September 20th, nearly four months from the time of the departure, the "Maraquita" will roll into the Grand Central Station, having traveled more than 17,000 miles.



